### THE RAILROAD WEST.

Secretary Hollister Presen's a Few Stera Facts.

THE ROAD MUST BE BUILT.

It is a Load That Salt Lakers Are Entirely Able to Carry-Ite Importance.

I have had some connection with the and I wish to say a few words about the scheme which has for nearly two years been before this town. The subscription has dragged thus far, p rhaps, because of the miscarriage of 1887. The sucception necessary to incorporate was filed at that time, and then the whole thing was turned over to Messrs. Houghton, Badlam and Trumbo, and so far as appears nothing has since been done. Why was it turned over to them? Probably because of an impression that the money, even if paid up in full, would not secure a railroad, But the course of the gentlemen to whom the scheme was turned preliminary work of getting a railroad But the course of the gentlemen to whom the scheme was turned over, in one respect at least, shows that they knew nothing about the business. They never acquired right of way, and to this day have got nothing to borrow money on. To acquire right of way aross public land a line must be surveyed and located and connected with the public land surveys. Maps of the located line thus definitely fixed must about the business. They never acquired right of way, and to this day have got nothing to borrow money on. To acquire right of way across public land a line must be surveyed and located and connected with the public land surveys. Maps of the located line thus definitely fixed must be filed in the Department of the Interior and approved by the Secretary. be filed in the Department of the Interior and approved by the Secretary. This would have cost (for a line 800 miles long) inclusive of detailed report of business capabilities of the country traversed, \$50 a mile, equal to \$40,000; to State line, 165 miles, \$8,250. Had they done this they would have owned the right of way 200 feet wide; they would have had engineers' reports, maps and profiles, intelligent estimates of cost of construction and of probable business, and would have been prepared to meet the requirements of is not singular in this respect. With 200 miles the start, and running for the fight of way 200 feet wide; they would have had engineers' reports, maps and profiles, intelligent estimates of cost of construction and of probable business, and would have been prepared to meet the requirements of the market where in any case the bulk of the money must be drawn to construct the road. Neglecting this, they have nothing upon which to borrow money, and any one endeavoring to do so is simply wasting his time. Money can't be borrowed on nothing even if it be labeled

"SALT LAKE 4 LOS ANGELES EALEGOAD."

Well, neither the fears which led to our former surrender of the project to Houghton et al., in September, 1887, nor their failure to carry it out, should

Houghton et al., in September, 1887, nor their failure to carry it out, should deter us from completing the present undertaking. We can secure the railroad ourselves with a subscription of \$250,000, and neither lose nor misapply one dollar. Right of way can be got for about \$8,000, and \$10,000 will bridge the Jordan River, the only stream of consequence on the line. There are left \$230,000 for construction, and this will make a sufficient showing to assure the disposal of the bord and the construction of the road with the proconstruction of the road with the pro-

It is true that railroads are not built by sales of stock, or by subscriptions to stock, nor have they been these thirty years. But this \$250 000 is only about 10 per cent. of the full stock of the road, and while \$10,000 or \$15,000 would be sufficient for the preliminary work (to state line), the expenditure of so re-latively large an amount in construc-tion will make the respitation of a loan

Sionx City and Salt Lake. What he couldn't do he got done, and with the opening of spring the construction of that line will assuredly commence, under favorable auspices for its early com-

pletion.

I was vaguely connected with this last enterprise, and learned enough by the experience to justify me, as I believe, in assuring the Salt Lake people that there will be a railroad to Deep Creek in operation almost as soon as such a length of road can be built, as certainly as they shall fall up the pending subscription of \$250,000. Managed right, it is a dead sure thing. The trouble with the Utah & Nevada and with the Utah & Northern was that the managers did not know how to do it, did not proceed aright, and so ran into the ground.

In the case I speak of above, when a In the case I speak of above, when a contracting company has been organized, construction pool subscribed, contracts made, sale or bends provided for, etc., every dollar that had been expended in the preliminary work was refunded upon surrender of the stock out. Then, in order, for obvious reasons, to have friends at the termini and along the line, men of influence and money were invited to become conscribe s to the construction pool, and thus sharers in the profits of construction.

A construction company can be or-

A construction company can be or ganized here as well as anywhere, if it should be found desirable, and thus, through a well known and almost universally adopted process, the stock of the road, and subsequently the owner-ship, be retained in the hands of Salt

Lake people. In any event the building of

THE BOAD IS CERTAINLY ASSURED the moment the subscription is filled. the moment the subscription is filled. And the advantage to the town will begin to accrue at once, and will be, I believe, many dollars in amount, direct and indirect, for everyone called for on the subscription. The road itself (to state line) is but part of a system certain to come into existence in the near future, extending from this city through the heart of Nevada and California to San Francisce, and branching within 160 or 2.0 miles to Los Angeles and Portland respectively. That will settle the commercial suprebranching within 100 or 2.0 miles to
Los Angeles and Portland respectively.
That will settle the commercial supremacy of Salt Lake to the satisfaction,
it is to be hoped, of even those fearful souls who profess to be already
frembling lest it should be snatched
away by some suburban hamlet.
The Nevada part of a through line

Clark alias Pa
James
Cardell J
Corbin Walter
Davander James
Edson Keith & Co
Esner Ira
Foster E A
Pryer John
Fahsal Johna
Foster Moses H

t e present, and the Los Angeles pooie may be trasted to take care of the
differnia part of the line.

The railroad committee nave r solved
to fill the subscription, and it ought to
be filled in two days, or as soon as
property owners and business men can
be seen. It has been talked of and
written about enough. The great trouole is that it is left for a few to carry. A
sub-committee of the railroad o mmittee spent three or four hours last Friday writing down names and apportioning to each, as well as they could, his
fair share. And although they missed
so ne, going neither to the a sessment
lists nor to the directory, their list exceeded \$700 000. If all would subscribe
as liberally as some do, in proportion to
to their interest in the city.

A MILLION BOLLARS COULD BE RAISED.

A MILLION DOLLARS COULD BE RAISED.

that the , more reads there are the more the resources of the country are developed, and the more business there is for all the roads.

### THE GREAT BASIN

is not singular in this respect.

construction, the new life this will put into existing business, the attention it will attract. It will be worth more in advertising than all the Chamber of Commerce can do in that line in five years, It will inspire confidence at home and abroad, and faith is the only miracle worker. It is but the beginning of a seater of read building weat that will

system of road building west that will make this city the entrepot and dis-tributing point of two States instead of one; that will double its wealth and population in a short time; that will

### THE ORE-REDUCING BUSINESS

of this valley; that will draw business from all the vast region west, south-west and northwest to tide water; that

years But this \$250 000 is only about 10 per cent. of the full stock of the road, and while \$10,000 or \$15,000 would be sufficient for the preliminary work (to state line), the expenditure of so relatively large an amount in construction will make the negotiation of a loan on bonds so much the easier and surer. It is a good scheme, one of the best I have ever seen. I know a man who with \$50,000 for a starter built 1,700 miles of railroads in the Sierra Madre mountains. The builders of the Central Pacific, the grous earnings of whose they are rated as werth \$75,000,000 each. I know another man who I might almost say without a dellar ser in Motion the Machinery necessary to secure a line between Sioux City and Salt Lake. What he couldn't do he stock of the countains is the task and northwest to tide water; that will make a market for our products of farm and factory. It is perhaps a critical moment in the history of the city. Attention we have already drawn, but men and money are already drawn, but men and scory much lauded and boasted city. If we are equal to our position, our claims and our opportunities, now is the time to show it. Let our people meet the tony and our opportunities, now is the time to show it. Let our people meet the tony and our opportunities, now is the time to show it. Let our people meet the tony and our opportunities, now is the time to show it. Let our people meet the tony and our opportunities, now is the time to show it. Let our people meet the convention of the city. If we are equal to our position, our claims and factory. It is perhaps a critical moment in the saiter and factory of the city. Attention we have already drawn, but men and factory. It is perhaps a critical moment in the story of the city. Attention we have already drawn, but men and factory. It is perhaps a critical moment in the start will make a market for our products of farm and factory.

## LIST OF LETTERS.

REMAINING IN THE POSTOFFICE AT Salt Lake City, February 22, 1889. If not sailed for within two weeks will be sent to the Dead Letter Office.

iexander Jennie nderson Mathilda ndrus Laura Zonyed Mrs M A owers Annie ricker Lydia irieker Mary Kilen ienesck Mrs G Syron Nelly Gricker Sarah Srown Nelly Grown Mrs Aggie Laider Miss A Crawford Flora Crorall Juliette Curtis Lois Carr Litzie Canham Mrs R H Clyas Theo Benison Hattie 2 Davis Miss G Durnell Litzi Gribson Hannah Glade Isabella Hall Anna M Hausen Emma Hutchenson Mrs E H Walf mass Alice Hutchenson Mrs E H Walf mass Alice Hutchenson Mrs E H Walf ms Alice Hutchenson Ms Hutchenson Mrs E H Walf ms Alice Hutchenson Ms Hutchenson M

Astle James Armstrong Tom Abbott T F Bennett David V B 9 B 9
Bond E E
Barnard H A
Bady John
Baltimore J H
Burell James F
Bitters L S
Battleson O

Montgomery J
Morse J R
Marquis Marion
Martin Ralph
Murphy Lobert
Morrison S R
Malmin T
Maxwell W J
McDonald H F
weberit Ed mcDevitt Ed McKean Steve Bitters L S
Battleson O
Babcock O A
Babcock O A
Baliey J F
Brown S W R
Bowell A J
Claxton C H
Clinton Charlie
Carlin Eugene N
Camion T H
Clark alias Patty Roberts John R
James
Cardell J
Corbin Walter
Davander James
Edson Keith & Co
Esner Ira
Foster E A
Fyrer John
Fyner John
Fyner John
Sauer Oswald
Fansal Johnna
Snyder Peter
Foster Weser H
Foster Weser H
Foster George
Foster Cowell
Fansal Johnna
Snyder Peter
Foster Cosen Figure 1
Suprement R
Sauer Oswald
Fansal Johnna
Snyder Peter
Foster Cosen Figure 1
Snyder Peter
Foster Foster

lrvin Hobert Ischride F W Ivel Thomas C Ivers Thomas Jonson G
Jamison James O
Judd Joseph
Lunsy James O
Letson James
Mayne Albert
Mason H E
Moore John onson G

Spencer W H
Snow Wellinton
smith Robert
Smith C H
Smith Jacob W
Tringer B P
Taylor H W
Thomes Joseph
Underwood Andr. w
Yandaroook M
Wilson Alexander
Wambale Charles
Whill D P
Wood Glem
Westman C A
Williams John
Wilkin Richard C
Willson R K
RRATT, Postmaster.

C. R. BARRAIT, Postmaster.

A Pleasing Sense of Health

and Strength Renewed, and

of Ease and Comfort Follows the use of Syrup of Figs, as it

Kidneys, Liver @ Bowels

Effectually Cleansing the System when Costive or Bilious, Dispelling

Colds, Headaches and Fevers

and permanently curing

HABITUAL CONSTIPATION without weakening or irritating the or-

For Sale in 50c and \$1.00 Bottles by all Leading Druggists. HANUFACTURED COLY BY THE CALIFORNIA FIG SYRUP CO. SAN FRANCISCO, CAL., LOWISVILLE, KY... NEW YORK, N. Y.

"I have used Ayer's Pills for the pas 30 years, and am satisfied I should not be alive to-day if it had not been for them. They exred me of dyspepsia when all other remedies failed."—T. P. Bonner, Chester, Pa. Ayer's Pills are sold by all druggiss.

sold by all druggisas.

acts gently on the

# COHN BROTHERS

# BARGAINS FOR THIS WEI

SYRUP FIGO 1 lot 24-inch Bress Goods, very good quality, 14 yards for \$1.75, worth 20c per yard.
1 lot 38-inch Brocade and Stripe Dress Goods at 22.1-2c this cloth is well worth 35c. per yard

25 pieces, Gray and Brown 28-inch all Wool Suitings at 27 1-2c. per yard, worth 40c.

1 lot of Pin Check 40-inch, all-Wool Suitings, at 55c. worth 75c.

20 pieces, 40-inch, all-Wool Diagonals in all the latest shades, at 65c. worth 85c.

The above are all REAL BARGAINS.

The above are all REAL BARGAINS.

Just received; 40 pieces of the celebrated wash cambrics "The Golden Seal" at 15c. per yard. These goods are 33 inches wide, latest shades. Warranted to wash. We have just opened an importation of Zephyr Ginghams, suitable for Ladies and Chindrens dresses. This is the largest assortment ever brought to Salt Lake.

We have also opened a most varied assortment of French Satins, which we offer at 35c. per yard. They are on sale now and customers will do well to select early. We are closing out a lot of assorted Corsets, sizes 18 to 30, worth 65c. 75c. and 85c., all at the uniform price of 50c.

Also an assortment of Corsets, sizes 18 to 30, at 75c. We put into this assortment corsets worth 90c. \$1. \$1.15, and \$1.25. One let assorted Corsets, sizes 18 to 30, at \$1. At this price we are clearing out several

lines worth \$1 25, \$1.50, and \$1.75. All selling this week at \$1.00
We carry the "Ferris Good Sense," the most celebrated Corset waist in America.
We are clearing out our Winter Skirts at 75c. on the dollar.

We are closing out all our lace curtains in order to make room for new ones now on the way. The following prices will convince any one that they are real bargains.

We have Received another 100 dozen of those Linen Cambric Initial Handkerchiefs at 25c each.

# **COHN BROTHERS**

## MIRRORS! R. K. THOMAS.

Go to G. F. Culmer & Bros. Eagle

## OOKING CLASSES

Mirrors for Bedrooms. Bathrooms, Barrooms, Parlors, Stores, Etc.,

---IN---

COLD, SILVER AND WOOD FRAMES TO SUIT.

MIRRORS AT ALL PRICES,

From 15 Cents to

**\$1,000** Each.

WE GUARANTEE OUR

SHOW CASES TO BETTER AND CHEAPER Grand Clearance

Than Any Imported.

G. F. CULMER & BROS., SALT LAKE CITY;

Emporium.

JUST ARRIVED!

FRENCH

## SATEENS!

IN ALL THE

New Shades and Patterns,

ALSO A LINE OF

UNUSUALLY LARGE AND ATTRACTIVE.

OF WIN TERGOODS.

Personnl Attention Given to Orders by Mail.